**SH5 Safety Improvements**

SH5 is the primary connection of Hawkes Bay with the upper north island and carries around 4,500 vehicles per day of which around 19% is HCV’s. Given the taxing topography of the road, transforming the road to reinstate a 100km/h speed limit is extremely costly and, although needed from a resilience perspective, the business case is less convincing and requires a careful staged approach, which may take some time to complete.

In the interim, a multitude of low-cost, low risk treatments have been identified to improve the overall safety of the road. In order to prioritise the projects, WSP developed a prioritisation tool to assist in the decision-making process. The tool also has an in-built ability to quickly adjust the treatment priority based on a range of factors.

This paper outlines the development of a prioritisation methodology and the various criterion used. Initially focussed on improved safety outcomes (death and serious injury reduction), several criteria such as Community Acceptance, the deliverability / timing of the project and quantifying construction difficulty as well as duration of construction were all included in the assessment. This provided decision makers with a ‘total risk’ for each treatment and provides an improved wholistic view of each treatment, rather than focussing purely on road safety.

This approach aligns well with three focus areas of the conference; namely working with the natural world rather than against it, being people focussed through minimising delays to road users during construction, and improving road safety.

This work was completed in 2022 and formed the basis of the conceptual and detailed design work, which was completed at the end of 2023. Construction of the work is to be completed in early 2024 and should be a noticeable improvement to approximately 10km of the corridor.